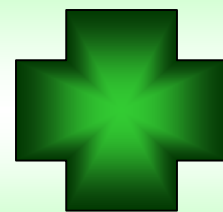




The

GUARDIAN



Fire, Safety & Occupational Health Department
COMMANDER NAVY REGION SOUTHWEST ASIA

Volume 6 Issue 2

November 2005

Safety Courses Made Available

Naval Support Activity (NSA) Bahrain- Occupational Safety and Health Department announces its series of Safety and Fire courses offered for the first quarter of fiscal year 2006.

In conjunction with NSA Occupational Safety and Health Program promoting safety as inherent responsibility in every work processes through Operational Risk Management (ORM), the safety office ensures that adequate and quality safety trainings are readily available on base for employees.

With safety trainings, mishap prevention, regulatory compliance, supervision and self-assessment, a safety culture is warranted.

These are the lined-up courses and trainings for the 1st Quarter, FY-06:

AAA Drivers Improvement Program

Designed to improve driving skills and provide better understanding of driving - its potential risks, chances of injury/damage/ loss and its risk management approaches. This eight-hour, lecture/video-based, in-classroom course covers the most important components of driving such as Communicating, Seeing, Adjusting Speed, Margin of Safety, Driving Emergencies, You the Driver and more.

Oct.27, 2005 / Nov. 13, 2005 / Nov. 17, 2005/ Nov. 27, 2005/
Dec. 15, 2005

All Classes are held at the Desert Dome Conference Room from 8 a.m. to 4 p.m. Class size is limited to 30 seats only.

Motorcycle Basic Rider Course

The Motorcycle Safety Foundation's Motorcycle Basic Rider Course is a 16-hour safe riding course concentrating on basic and complex physical skills, mental skills and risk management found lacking in the crash-involved motorcyclist.

Oct. 27-28, 2005/ Nov. 17-18, 2005 / Dec. 08-09, 2005

All classes are held at the Navy College Classroom 1 from 8 a.m. to 4 p.m. Class size is limited to 6 seats only. Participants must provide their own motorcycles and must have Bahrain motorcycle license or equivalent endorsement.

Occupational Safety and Health Courses:

Respiratory Training/Fit Testing

Identifies the elements of the Navy's respiratory protection program through the study of the various types and uses of respirators including its limitations, selection, proper care and fit testing requirements.

November 9, 2005

10 to11 a.m.

Safety Office

December 7, 2005

10 to 11 a.m.

Movie Theater

Lead Safety Training

Identifies the Lead Control Program elements by familiarizing workplace control practices, lead warning signs and labels, medical surveillance program and the written compliance plan.

November 2, 2005

9 to 10 a.m.

Movie Theater

Hazardous Energy Control (Lockout-Tag-out Training)

Covers the Navy's Policy and minimum procedures on Lockout/ Tag-out Program to include identifying various lockout/ tag-out devices and activity responsibilities.

October 5, 2005

9 to 10 a.m.

Movie Theater

Sight Conservation Training

Covers the elements of the Navy's sight conservation program defining a sight hazard and describing how these are marked or identified including the various types of eye protection.

October 19, 2005

9 to 10 a.m.

Movie Theater

PPE Training

Covers the Navy's Personal Protection Equipment (PPE) policy, the program requirements, various types, uses and care of PPE.

November 30, 2005

9 to 10 a.m.

Movie Theater

Confined Space Training

Describes and identifies the nature of confined space and its confined space hazards based on the Navy's Confined Space Entry Program policy. It also determines the requirements for confined space work and special requirements.

December 21, 2005

9 to 10 a.m.

Movie Theater

Fire Prevention/Fire Warden Training

Identifies classification of fire, types of fire extinguishers and its use, response to fire and the duties and responsibilities of fire wardens per NSABAHRAININST 11320.1B.

Fire Prevention: all classes are held at Movie Theater from 9 a.m. to 10 a.m.

October 12, 2005

November 9, 2005

December 7, 2005

Fire Warden: all classes are held at the Movie Theater from 9 a.m. to 10 a.m.

October 26, 2005

November 23, 2005

December 28, 2005

For inquiries and registration, visit the Safety Office at Building 1 or call 439-3527. Sign up today!

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Boating Nightmare

By Ltjg. Brian Miller, HSL-41

I think everybody who ever has been out boating, water skiing, or jet skiing can recall a situation in which an operator didn't have the skill or knowledge to operate their craft. I witnessed such an event from the patio of my apartment, which overlooks a yacht club.

One day, while standing on the porch, a roommate and I saw one of my favorite boats returning to its berth. As it swung around, we saw an elderly man trying to hold a cleat with a boat hook. He was too weak to hold the boat to the pier and was afraid to let go of the boat hook. As a result, he was pulled overboard.

The situation worsened when his wife leaped off the stern to help her non-swimming husband. Meanwhile, the man at the helm wasn't doing a very good job keeping the boat away from the two people in the water. My roommate and I decided enough was enough and rushed down to assist.

A substantial crowd had gathered to watch the aquatic circus. The truly disturbing thing was that not a single spectator had lifted a finger to help the two elderly people flopping about in 62-degree water. We pulled them to safety, with nothing more than some wet clothes and wounded pride bothering them.

When you set out for a weekend excursion, take a step back and put a little ORM into what you're doing. Had the people aboard the boat considered the risk of the weak, elderly non-swimmer falling overboard, they could have had him wear a life vest. Operators also need to make sure they have the necessary skills to handle a boat safely.

Stories from www.safetycenter.navy.mil

After attending all those safety stand-downs and writing countless safety articles, junior officers ought to be some of the safest people on the face of the planet. We're always being briefed on operational risk management—assessing and minimizing risks.

Unfortunately, we officers and enlisted, alike, sometimes forget to apply all this training to our personal life and do some strange things—like driving 30 straight hours. That's something I'm sure I never would have done if I wasn't in the Navy, where time off becomes too valuable, and the "can do" spirit is infectious.

Upon returning from deployment, I had bought a new Volkswagen and was doing a lot of Southern California driving. It seemed like I was on the other side of Los Angeles or in San Diego for something every weekend. I, of course, was being extra careful on the freeway because I had heard all the stories about cars getting smashed there, and I didn't want anything happening to my new "baby."

Unfortunately, I wasn't as careful one day while moving cars around in the driveway at home. I was parked behind my roommate's truck, and he needed to get out. I moved my car without giving any thought to ORM—my mistake. Problems developed when I took longer getting in my car and putting it in reverse than my roommate did. He already was backing before my car started moving.

I ended up with a hole in my bumper, and my roommate had a little bruise to his ego. No one was between the cars, so no one was injured. I had my "baby" fixed for a couple hundred dollars, and everything was better. More importantly, though, we both learned a valuable lesson: Accidents can happen anywhere at anytime.

By Lt. Jason Yauman, AIRTEVRON-20, (he was assigned to VAW-117 when he wrote this article.)



I can't remember my own driveway



SAFETY ADVISORY COMMITTEE MEETING
November 10, 2005 / 0900-1000
Chapel/Training Center
Be there...don't be left out!

in case of emergency, contact...

By Fred Klinkenberger, Naval Safety Center Public Affairs

The concept behind this universal phrase is to help determine the speed, and type, of treatment to render to an incapacitated victim in an emergency, such as after a serious car wreck. Delaying such care because paramedics or medical personnel have no point-of-contact for critical information can be fatal.

An English paramedic, Bob Brothie, had experienced such frustration numerous times during his 13-year career. He launched the cell-phone ICE (In Case of Emergency) idea in April 2005. While initially slow in garnering public interest, the idea really took off after the tragic London subway bombings last July. The ICE concept now has crossed the Atlantic, and throughout America paramedics are urging people to add ICE entries to their cell phone contact lists.

It's simple: A cell phone owner adds ICE and the appropriate contact name and number, along with other identifying data, to his or her list of contacts. There can be more than one ICE contact – labeled as ICE-1, ICE-2, etc. If you store the number with a period in front of ICE (.ICE-1), the number will appear at the beginning of the list, and emergency personnel won't have to search through the phone's directory.

How does it work? Imagine being unconscious following a car accident. Once police and paramedics arrive, they will want to notify a family member of your status. Precious time could be lost while they search your cell phone directory and perhaps make trail-and-error calls. But, if you have an ICE entry, they need make only one quick call.

There are limitations to having ICE contacts in your cell phone, so they should supplement additional emergency contact information you should carry in your wallet or purse, wear on a wrist band, or display in some other appropriate location or manner. One potential ICE drawback is the cell phone would have to be readily identified as belonging to the victim, since a cell phone by itself has no way of identifying its owner. In a violent mishap a cell phone also might be damaged beyond use. There also is the possibility the cell phone requires a password for accessing its menu and list of contacts.

When listing an ICE contact (on your cell phone or otherwise) be sure the identified individual has agreed to be a point-of-contact. He or she must be knowledgeable about your medical condition and possible allergies, along with medications you might be taking, or those you absolutely cannot take. The ICE contact also must know your full identity and your next of kin, if he or she is not your next of kin.

In the case of those individuals under 18 years of age, an identified ICE contact must be an immediate family member authorized to make decisions on behalf of the incapacitated youngster.

An ICE contact's number entered into a cell phone contact list should be that of a mobile phone, or—at least—a number where the contact easily can be contacted at almost any time. It is of limited value to enter someone's home telephone if the individual works outside the home.

USEFUL LINKS

Navy Safety Center's website:

<http://www.safetycenter.navy.mil/default.htm>

For info on Naval Safety Center's Your One Stop Safety Shop go to:

<http://www.safetycenter.navy.mil/services/whattodo.htm>

For ORM E-Learning compliance go to:

www2.cnap.navy.mil/

www.safetycenter.navy.mil/services/NKO-E-Learning.htm

www.navylearning.navy.mil/

For AAA Driver Course info go to:

www.safetycenter.navy.mil/ashore/motorvehicle/aaa/default.htm

For Motorcycle Safety Course info go to:

<http://www.safetycenter.navy.mil/ashore/motorcycle/motorcycle/default.htm>

www.msf-usa.org/

For Driving For Life info go to:

<http://www.nko.navy.mil/>

For New Federal Agencies Safety & Health Recordkeeping Rule info:

<http://www.osha.gov/recordkeeping/RKside-by-side.html>

<http://www.safetycenter.navy.mil/osh/downloads/finalrule.pdf>

<http://www.safetycenter.navy.mil/osh/downloads/recordkeeping.pdf>

For Safety Recalls/ Alert Resources go to:

[http://www-](http://www-odi.nhtsa.dot.gov/cars/problems/recalls/)

[odi.nhtsa.dot.gov/cars/problems/recalls/](http://www-odi.nhtsa.dot.gov/cars/problems/recalls/)

<http://www.fsis.usda.gov/Fsis/Recalls/index.asp>

<http://www.cpsc.gov/cpsc/pub/prerel/prerel.html>

<http://www.fda.gov/opacom/7alerts.html>

<http://www.pueblo.gsa.gov/recallsdesc.htm>

KNOW YOUR EMERGENCY CONTACTS

DSN: 439-4911

Commercial: 1785-4911

Local Government Emergency: 999

Danger Signal: How Sleepy Are You?

Unlicensed Drivers in the United States Did you know?

- Drivers who operate a motor vehicle without a driver's license are believed to be the most dangerous drivers on the road.
- About 20% of fatal crashes involve at least one unlicensed driver.
- According to one AAA study, nearly one death an hour from 1993–1999 can be attributed to unlicensed drivers. – Check this out
- One study found that 30 to 70 percent of drivers whose licenses have been suspended or revoked continue to drive.
- Some unlicensed drivers are actually more careful because getting stopped may have severe consequences.
- Many unlicensed drivers are also uninsured.
- In contrast to insured drivers, if you are in a collision with an uninsured driver, even if it's their fault, you may not be reimbursed for damages.

Major findings from AAA Foundation

Reports: The Problem

- One in five fatal crashes involved at least one driver who did not have a license.
- The proportion of invalidly licensed drivers varied widely by state, from 6% in Maine to 23% in New Mexico. Other high-risk jurisdictions included the District of Columbia, Arizona, California, and Hawaii.
- Not only were their licenses invalid, 28 percent of them had received three or more license suspensions or revocations in the three years before their crashes.
- Drunk driving is associated with unlicensed driving.



You can't control your own sleep -- ask anyone who's ever had insomnia. If you're tired you can fall asleep at any time. If you're about to fall asleep, you will experience some or all of the following:

- You have trouble keeping your eyes open and focused
- You nod and can't keep your head up
- You daydream or have wandering, disconnected thoughts
- You yawn a lot or need to rub your eyes
- You find yourself drifting out of your lane or tailgating
- You miss road signs or drive past your turn
- You feel irritable, restless, and impatient
- On the Interstate, you drift off the road and hit the rumble strips

If you have even one of these symptoms you could be sleepier than you think. Pull off the road and get some sleep. It's dangerous to drive with your eyes closed. AAA Foundation research identified some of the risk factors implicated in drowsy driving crashes. Ask yourself these questions:

- Have you been awake for 20 hours or more?
- Have you had six hours sleep or less in the last 24 hours?
- Do you often drive between midnight and 6 a.m.?
- Do you frequently feel drowsy while you're driving?
- Do you work the night shift?
- Do you work more than one job?

If you have any of these indicators you are at a much higher risk of having a drowsy-driving crash, even if you don't feel sleepy. Half the drivers who had drowsy-driving crashes said they felt "only slightly sleepy" or "not at all sleepy" right before the crash.



Studies support use of Motorcycle Helmets



QUICK TIPS: General Guidelines For Riding A Motorcycle Safely

Be visible:

- Remember that motorists often have trouble seeing motorcycles and reacting in time.
- Make sure your headlight works and is on day and night.
- Use reflective strips or decals on your clothing and on your motorcycle.
- Be aware of the blind spots cars and trucks have.
- Flash your brake light when you are slowing down and before stopping.
- If a motorist doesn't see you, don't be afraid to use your horn.

Dress for safety:

- Wear a quality helmet and eye protection.
- Wear bright clothing and a light-colored helmet.
- Wear leather or other thick, protective clothing.
- Choose long sleeves and pants, over-the-ankle boots, and gloves.
- Remember – the only thing between you and the road is your protective gear.

Apply effective mental strategies:

- Constantly search the road for changing conditions.
- Give yourself space and time to respond to other motorists' actions.
- Give other motorists time and space to respond to you.
- Use lane positioning to be seen; ride in the part of a lane where you are most visible.
- Watch for turning vehicles.
- Signal your next move in advance.
- Avoid weaving between lanes.
- Pretend you're invisible, and ride extra defensively.
- Don't ride when you are tired or under the influence of alcohol or other drugs.
- Know and follow the rules of the road.
- Stick to the speed limit.

Know your bike and how to use it:

- Get formal training and take refresher courses.
- Call 800.446.9227 or visit www.msf-usa.org to locate the Motorcycle Safety Foundation hands-on RiderCourse nearest you.
- Practice. Develop your riding techniques before going into heavy traffic. Know how to handle your bike in conditions such as wet or sandy roads, high winds, and uneven surfaces.

Remember: Give yourself space. People driving cars often just don't see motorcycles. Even when drivers do see you, chances are they've never been on a motorcycle and can't properly judge your speed.

Dr. Michael Yorgason, ORTHOPEDIC CORNER

I have heard that wearing a motorcycle helmet might protect your brain but can increase your chance of a broken neck. Is that true? Is it better to wear a helmet or not? -Jon, Billings

Dear Jon: Unfortunately, motorcycles are a relatively dangerous form of transportation. Motorcycle riders are three times more likely to be injured than car drivers, and 16 times more likely to die in an accident. The helmet issue is a hotly debated topic, with freedom of choice and public protection at odds. As far as helmet-related injuries are concerned, here are some snippets from the medical literature:

*Autopsy studies done after fatal motorcycle accidents have shown that neck injuries and fractures are equally likely, whether you are wearing a helmet or not. People wearing a helmet typically had more damage to the rest of their bodies than those who were not wearing a helmet, indicating that the severity of an accident must be worse to kill a helmeted rider as opposed to an un-helmeted rider.

*In an Italian study, when helmet laws were enacted (and 96 percent of riders were wearing helmets) the rate of brain injury in motorcycle crashes decreased 66 percent.

*A Kentucky study shows that chances of a brain injury are 4.3 times higher if not wearing a helmet.

*Thailand enacted a mandatory helmet law in 1995. Head injuries decreased 41 percent in the two years after that.

In summary, most of the medical literature supports the fact that motorcycle helmets decrease the risk of head or brain injury significantly, and probably do not increase the risk of a neck injury.

As a motorcycle rider, it is definitely in your best interest to wear an ANSI-certified motorcycle helmet. Living with - or dying of - a traumatic brain injury is no picnic.

For the general public, mandatory helmet laws are beneficial, as many motorcycle crash victims are uninsured (i.e. you and I pay), and the medical costs of caring for a seriously injured rider average \$26,000 more for un-helmeted riders.

Dr. Michael Yorgason is a board-certified orthopedic surgeon with additional fellowship training in foot and ankle surgery. His areas of interest are all problems with the foot and ankle, fractures and general orthopedics. He practices at Montana Orthopedics and Sports Medicine, PC. To submit your question to the Orthopedic Corner, visit www.montanabones.com.

Cell Phone Crash Study



Evidence of Effects of Cell Phone Use on Injury Crashes: Crash Risk is Four Times Higher When Driver is Using Hand-Held Cell Phone.

Common sense as well as experience tells us that handling and dialing cell phones while driving compromise safety, and evidence is accumulating that phone conversations also increase crash risk. New Institute research quantifies the added risk — drivers using phones are four times as likely to get into crashes serious enough to injure themselves. The increased risk was estimated by comparing phone use within 10 minutes before an actual crash occurred with use by the same driver during the prior week. Subjects were drivers treated in hospital emergency rooms for injuries suffered in crashes from April 2002 to July 2004.

The study, "Role of cellular phones in motor vehicle crashes resulting in hospital attendance" by S. McEvoy et al. is published in the British Medical Journal.

"The main finding of a fourfold increase in injury crash risk was consistent across groups of drivers," says Anne McCartt, Institute vice president for research and an author of the study. "Male and female drivers experienced about the same increase in risk from using a phone. So did drivers older and younger than 30 and drivers using hand-held and hands-free phones."

Weather wasn't a factor in the crashes, almost 75 percent of which occurred in clear conditions. Eighty-nine percent of the crashes involved other vehicles. More than half of the injured drivers reported that their crashes occurred within 10 minutes of the start of the trip.

The study was conducted in the Western Australian city of Perth. The Institute first tried to conduct this research in the United States, but U.S. phone companies were unwilling to make customers' billing records available, even with permission from the drivers. Phone records could be obtained in Australia, and the researchers got a high rate of cooperation among drivers who had been in crashes.

Another reason for conducting the study in Australia was to estimate crash risk in a jurisdiction where hand-held phone use is banned. It has been illegal while driving in Western Australia since July 2001. Still one-third of the drivers said their calls had been placed on hand-held phones.

Hands-free versus hand-held: The results suggest that banning hand-held phone use won't necessarily enhance safety if drivers simply switch to hands-free phones. Injury crash risk didn't differ from one type of reported phone use to the other.

"This isn't intuitive. You'd think using a hands-free phone would be less distracting, so it wouldn't increase crash risk as much as using a hand-held phone. But we found that either phone type increased the risk," McCartt says. "This could be because the so-called hands-free phones that are in common use today aren't really hands-free. We didn't have sufficient data to compare the different types of hands-free phones, such as those that are fully voice activated."

Evidence of risk is mounting: The findings of the Institute study, based on the experience of about 500 drivers, are consistent with 1997 research that showed phone use was associated with a fourfold increase in the risk of a property damage crash. This Canadian study also used cell phone billing records to establish the increase in risk. The Institute's new study is the second to use phone records and the first to estimate whether and how much phone use increases the risk of an injury crash.

Taken together, the two studies confirm that the distractions associated with phone use contribute significantly to crashes. Other studies have been published about cell phone use while driving, but most have been small-scale and have involved simulated or instrumented driving, not the actual experience of drivers on the road.

When researchers have tried to assess the effects of phone use on real-world crashes, they usually have relied on police reports for information. But such reports aren't reliable because, without witnesses, police cannot determine whether a crash-involved driver was using a phone.

Safety of the sexes: Cars, seat belts & cell phones

by **LEE EGERSTROM**

Saint Paul Pioneer Press

Women are more likely to wear the seat belts in your family, according to the Minnesota Department of Public Safety. But its Office of Traffic Safety isn't saying which gender is cruising around most on our roads yakking on cell phones.

A two-week observational survey conducted with 13,000 motorists in 37 Minnesota counties during August found these nuggets of road safety:

- * 89 percent of female drivers and front seat passengers buckle up while 80 percent of men in front seats use belts.
- * 3.7 percent of Minnesota motorists are dialing and driving with their cell phones at any given time. The national cell phone use rate was 5 percent.
- * 87 percent of people in sports utility vehicles use seat belts while only 75 percent of people in pick-up trucks grasp the logic of the belts.
- * The researchers learned again that wisdom is more a by-product of age than of education. Ninety percent of people 65 and over use seat belts while only 79 percent of people between the ages of 16 and 29 buckle up.
- * Finally, surveyors found 43 percent of Minnesota motorcyclists using helmets. That's lower than the national rate of 48 percent, but above the 38 percent average rate for states like Minnesota that don't have a mandatory helmet law.

The Naval Safety Center Web site contains over 19,000 pages of useful safety information. Our goal is to provide you with the tools you need to help prevent mishaps. You might be overwhelmed by the abundance of information on your first visit, so here are a few suggestions on where to start your tour.

SafeTips - You'll find simple safety tips for all types of things from A to Z. You can print and post 'em on bulletin boards or hand out at meetings.
<https://www.safetycenter.navy.mil/safetips/>

Safetyline eNewsletter - This bi-weekly newsletter contains timely information to keep you current on safety news, as well as items you can use in safety briefings. Special issues will help you prepare for upcoming holidays.
<https://www.safetycenter.navy.mil/safetyline/>
Sign-up at:
<https://www.safetycenter.navy.mil/list/subscribe-safetyline.htm>

Magazines - Our Media department has more information than you can possibly see in one sitting. Current and past issues of our award-winning safety magazine, plus three newsletters, unpublished stories, photo galleries, and more!
<https://www.safetycenter.navy.mil/media/>

Traffic Safety Toolbox - Loads of information for you to use in your command's traffic safety program.
<https://www.safetycenter.navy.mil/ashore/motorvehicle/toolbox/>

50% Mishap Reduction Campaign - Navy and Marine Corps commands are working hard to comply with the Secretary of Defense's challenge to reduce mishaps by 50% over the next two years. This page guides you to news, policy, tools and data.
<https://safetycenter.navy.mil/MishapReduction/>

Statistics - Find out current statistics like the mishap rates, predictions, summaries and more. Updated several times a week.
<https://www.safetycenter.navy.mil/statistics/>

A Few Firsts:

- The first person to be killed in an auto accident in the United States was Henry H. Bliss, a 68-year-old real estate broker. On September 14, 1899, in New York City, Mr. Bliss stepped from a streetcar, turned to assist a woman passenger, and was hit by a cab.

- The Travelers Insurance Company probably issued the first accident policy in the United States to James Bolter of Hartford, Connecticut, in 1864. The policy covered Mr. Bolter for his walk from his job at the Post Office to his home on Buckingham Street. Cost of the premium: 2 cents.

- The first fatal plane accident occurred on September 17, 1908 - - the pilot in that crash was none other than Orville Wright. In mid-flight, the propeller broke and the plane plunged 150 feet. Orville suffered multiple hip and leg fractures but Lieutenant Thomas E. Selfridge of the U.S. Signal Corps., who was also on board, died.
www.makesafetyfun.com

P R E P A R E

For

**Naval Support Activity
SAFETY STAND DOWN
November 14-15-16, 2005
Movie Theater
0400-1200**

For more information, visit the Safety Office at Building 1 or call 439-3527.

How to Not Use the Right Tool for the Job, Chapter 312

An alert reader noticed this workday drama from his office window one recent afternoon. All the ingredients are there for a debacle: a blocked drain, a 7-ton truck, a 5% grade, and a six-lane highway at the bottom of the hill. And that most low-tech of ingredients, a shovel.

That's s-h-o-v-e-l, not c-h-o-c-k.

Our reader noted that the truck gets heavier as they pump out the drain.

Sure, there's a guy at the wheel, and he no doubt has his foot on the brake. But what if he has to hop out for a moment? What if the emergency brake, assuming it works, doesn't work all that well? What if the shovel blade collapses?

You wouldn't think it would be that hard to carry around a thick, wooden wedge. I could make one out of a 4-by-4 in five minutes.

For the record, shovels are intended for digging holes. Admittedly, these workers are digging themselves a big hole with this one, but not the kind that anyone would want, if they stopped to think about it.



Naval Safety Center

**For comments and suggestions:
send to
NSASafetyOffice@me.navy.mil or
contact NSA Safety Office at DSN
439-3527.**

Safety is our business.

SAFETY, FIRE & OCCUPATIONAL HEALTH STAFF

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Mr. Stephen del Castillo	Fire Inspector
Mr. Gilbert Fernandes	Fire Inspector